Flight Procedure Tracking Form	Action: FLIGHT CHECK	Task Type: IAP	Date Open: 03/14/2012	Task #: 2012031422096603009	Request #: 20120314220966
Procedure: ILS PRM RWY 10 (SIMULTANEOUS CLOSE PARALLEL) AMDT 2B		Airport ID: KATL	Airport: HARTSFIELD - JACKSON ATLANTA INTL		Reimbursable #:
City: ATLANTA	ST: GA	GPS #:		Estimated Chart Date: 03/07/2013	FICO #:
Fac ID: OMO	Fac. Type: ILS	Specialist: GEORGETTE BARNETT			

Procedure Review

P1

	Rec'd	Rel'd	Full Name	Comments
Lead:	05/04/2012	11/27/2012	CASIMIR TABAKA	
QA:	11/27/2012	11/27/2012	CASIMIR TABAKA	
Liaison:	11/27/2012		Spurlin	HARD DATE - REQUEST POSSIBLE TABLE TOP REVIEW

Procedure Comments: ENROUTE **Remark Type:** INFORMATION Pkg 9 of 16

ATLANTA, GA HARTSFIELD - JACKSON ATLANTA INTL (KATL) ILS PRM RWY 10, AMDT 2B ENROUTE-YES HARD DATE: 3.7.13

ATTACHED FORMS: 8260-3; 8260-10; 8260-9; 8260-2(S): SCARR-INT, REV 8; DAELE-INT, REV 2; DMGXB, ORIG; PENCL-INT, REV 3; POOBA-INT, REV 3; YINNZ-INT, REV 1; ZMANN-INT, REV 3.

CONTACT: DON SMITH/MARLON ROBINSON-AJV-352 LEADS, 405.954.1036 / 405.954.3636.

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy ldg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

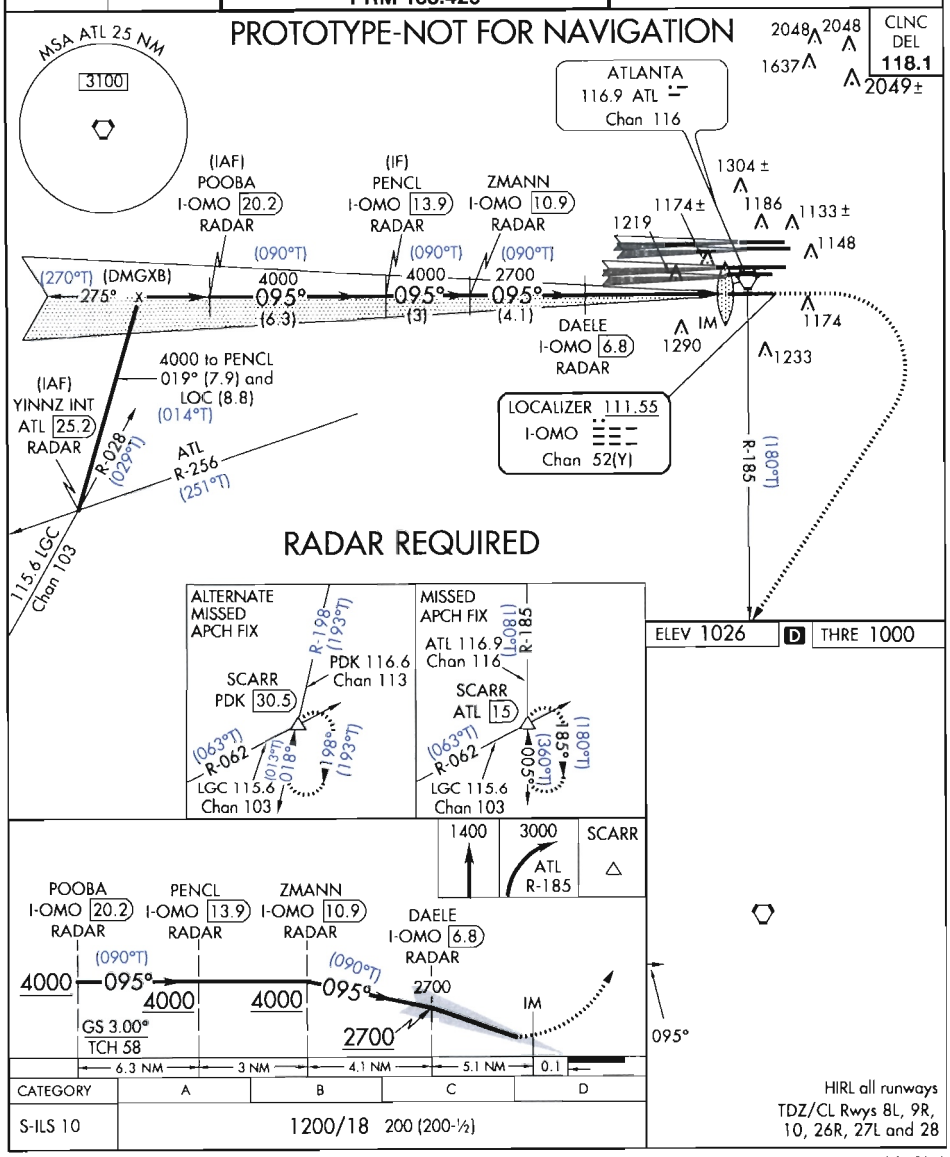
Localizer not suitable for electronic rollout guidance. Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-185 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER 8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	GND CON (8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1



CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-½)			

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

PROTOTYPE-NOT FOR NAVIGATION

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy ldg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

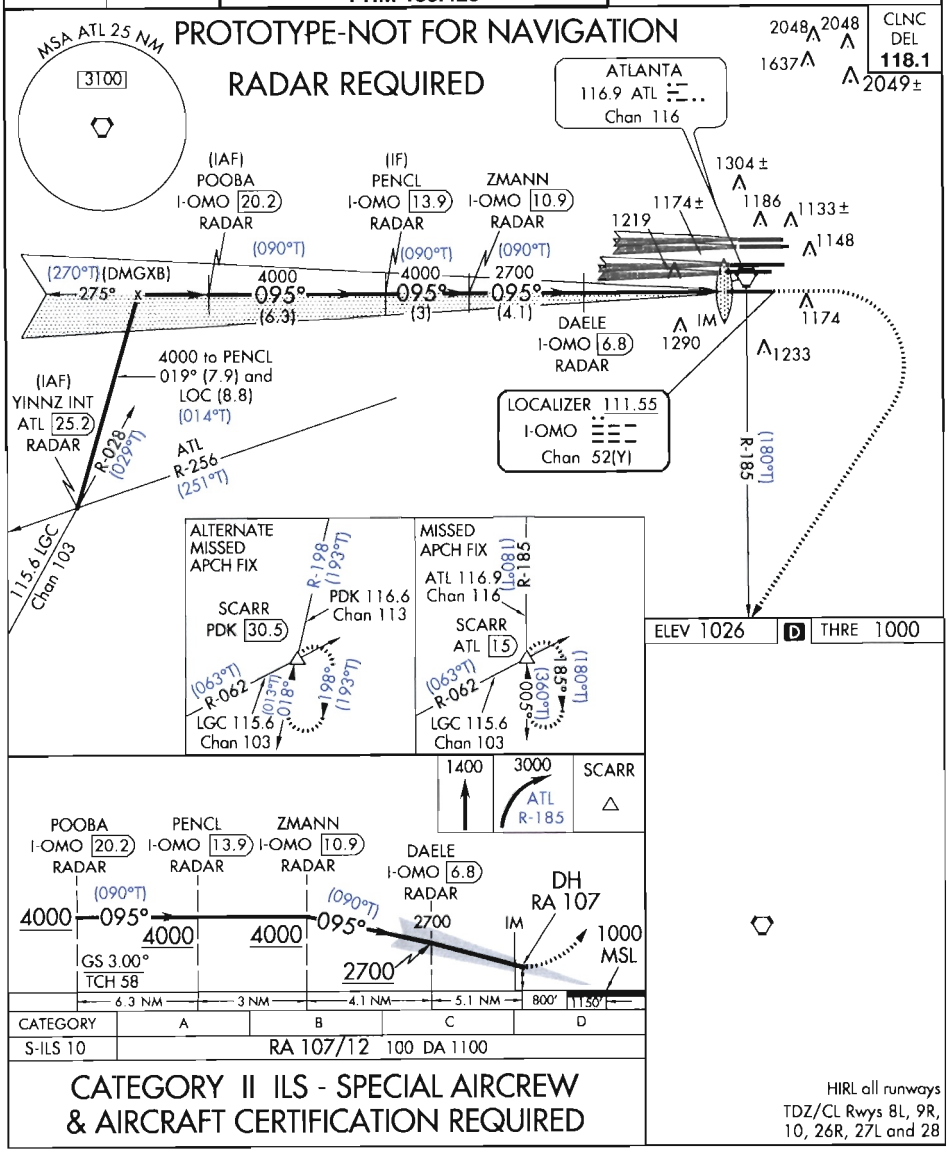
Localizer not suitable for electronic rollout guidance. Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-185 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER 8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	GND CON (8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1



ELEV 1026 | D | THRE 1000

CATEGORY	A	B	C	D
S-ILS 10	RA 107/12 100 DA 1100			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

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4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

PROTOTYPE-NOT FOR NAVIGATION

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy ldg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

Localizer not suitable for electronic rollout guidance. Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. DME or Radar required.

ALSF-2

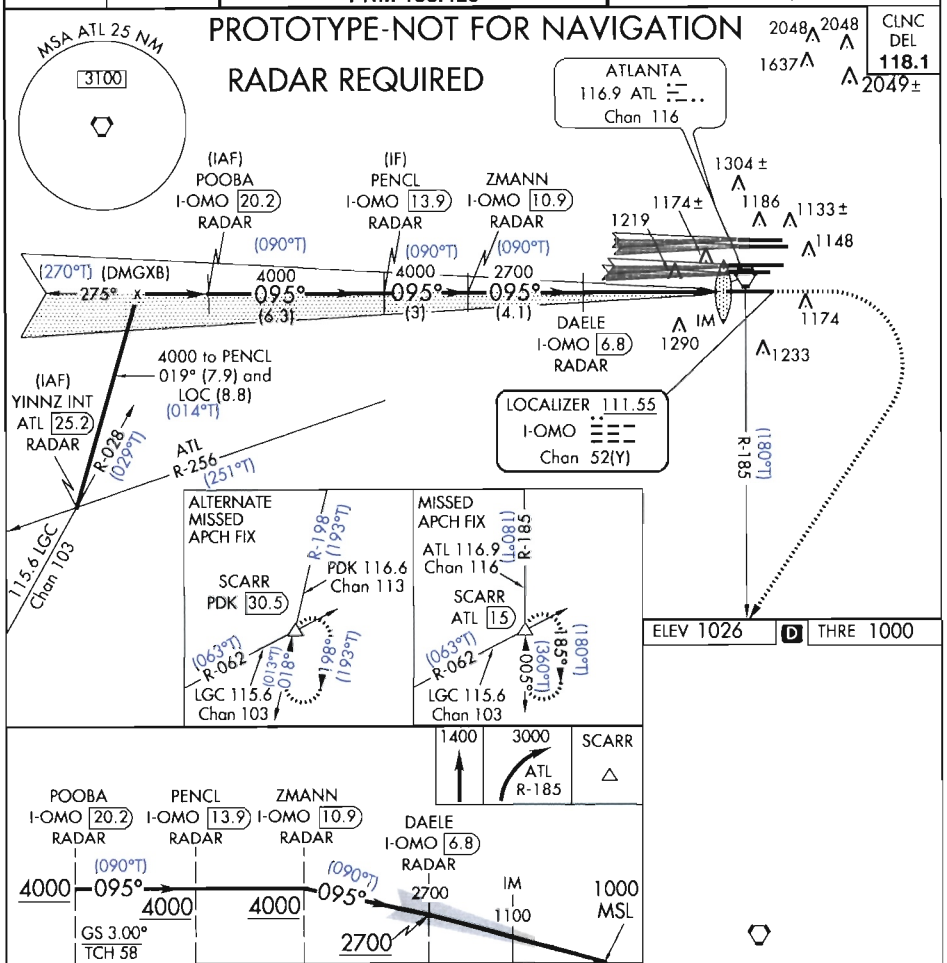
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-185 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER 8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	GND CON (8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

PROTOTYPE-NOT FOR NAVIGATION

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS-10	CAT IIIa RVR 07			
S-ILS-10	CAT IIIb NA			
S-ILS-10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

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4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

PROTOTYPE-NOT FOR NAVIGATION

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

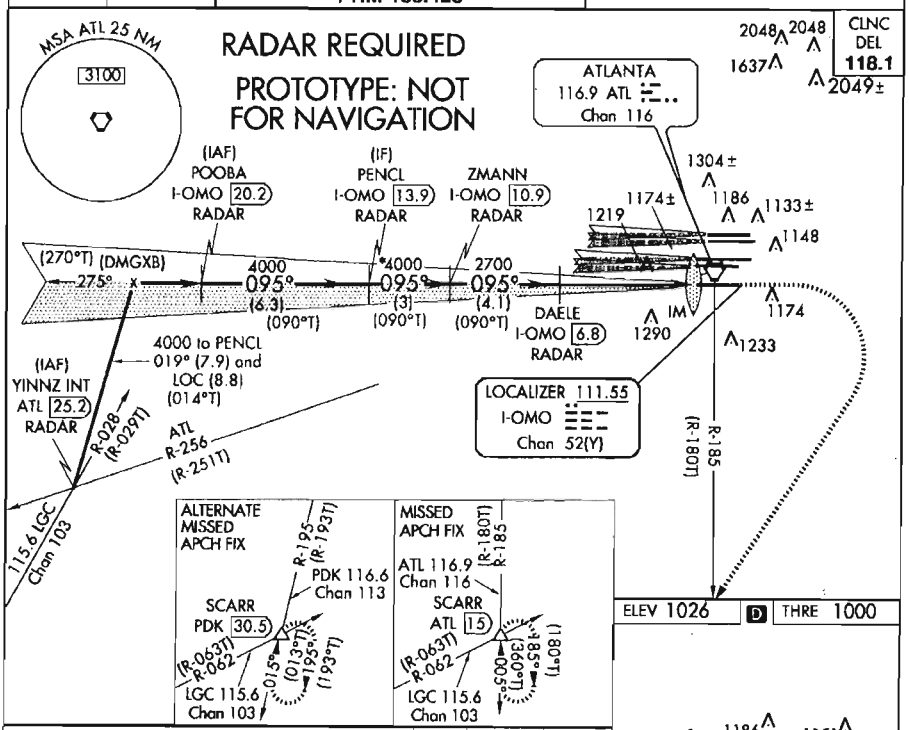
LOC/DME I-OMO	APP CRS	Rwy ldg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM runway 9L or 9R and 8L or 8R. Procedure not authorized when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER 8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	GND CON (8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65		119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9	PRM 133.425									



CATEGORY	A	B	C	D
S-ILS 10	RA 107/12 100 DA 1100			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATTENTION ALL USERS PAGE (AAUP)

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PROTOTYPE: NOT FOR NAVIGATION

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy ldg	9000
111.55	095°	THRE	1000
Chan 52 (Y)		Apt Elev	1026

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ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on ATL VORTAC R-185 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER 8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	GND CON (8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65		119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
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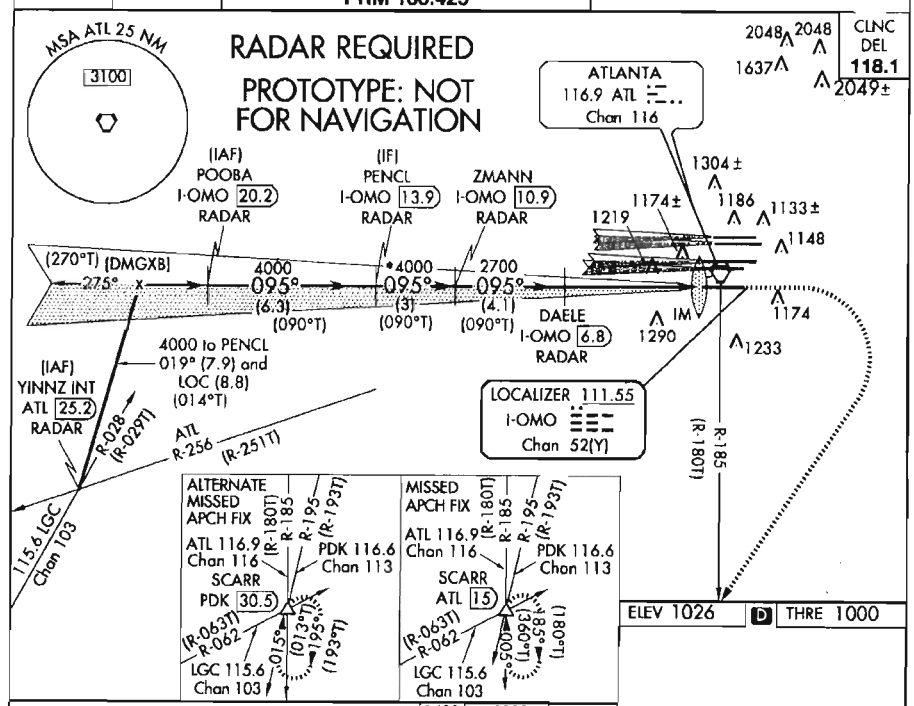
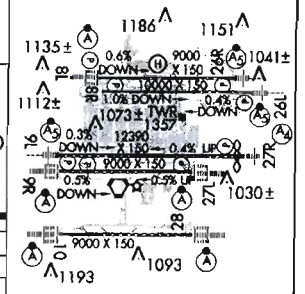


CATEGORY	A	B	C	D
S-ILS-10	CAT IIIa RVR 07			
S-ILS-10	CAT IIIb NA			
S-ILS-10	CAT IIIc NA			



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA 33°38'N-84°26'W ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Amdt 2A PRE-FIG

ILS PRM RWY 10(CAT III)(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS PAGE (AAUP)

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PROTOTYPE: NOT FOR NAVIGATION

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
YINNZ INT/ATL 25.22 DME/RADAR (IAF)	PENCL/I-OMO 13.89 DME/RADAR	019.00 / 7.87 (HDG) & 094.97 / 8.80 (I-OMO)	4000
POOBA/I-OMO 20.17 DME/RADAR (IAF)	PENCL/I-OMO 13.89 DME/RADAR	094.97 / 6.28 (I-OMO)	4000
PENCL/I-OMO 13.89 DME/RADAR (IF)	ZMANN/I-OMO 10.91 DME/RADAR	094.97 / 2.99 (I-OMO)	4000
ZMANN/I-OMO 10.91 DME/RADAR	DAELE/I-OMO 6.80 DME/RADAR	094.97 / 4.10 (I-OMO)	2700

MISSED APPROACH

ILS: DA

CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 3000 ON ATL VORTAC R-185 TO SCARR INT/ATL 15.00 DME AND HOLD, OR AS DIRECTED BY ATC.

ALTERNATE MA: CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 180 AND PDK VOR/DME R-198 TO SCARR INT/PDK 30.54 DME AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD S, RT, 005.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S SCARR INT/PDK 30.54 DME, RT, 017.96 INBOUND.
CHART LOC RWY 9L.
CHART LOC RWY 8R.
CHART LOC RWY 8L.
CHART LOC RWY 9R.
CHART (DMGXB) AT INTERSECTION OF YINNZ DR LEG AND INTERMEDIATE COURSE.
CHART IN PLANVIEW: PDK VOR/DME.

MAG VAR: 5W EPOCH YEAR: 2015

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT POOBA/I-OMO 20.17 DME/RADAR
3. FAC: 094.97 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: POOBA 4000, PENCL 4000, ZMANN 4000, DAELE 2700
5. DIST TO THLD FROM OM: 5.16 MM: - IM: 860 150 HAT: - 100 HAT: 800 GS ANT: 1150
6. MIN GS INCPT: 2700 GS ALT AT: DAELE 2700 OM: - MM: - IM: 1100
7. GS ANGLE: 3.00 TCH: 57.8
8. MSA FROM: ATL VORTAC 3100

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A | ILS: STANDARD

CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 10	1200	1800	200	1200	1800	200	1200	1800	200	1200	1800	200			

NOTES:
CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED S-ILS 10: CAT A, B, C, D, RA 107, RVR 1200, HATh 100, DA 1100 MSL.
CATEGORY III ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS-10: CAT IIIa CAT A,B,C,D, RVR 700. CAT IIIb NA. CAT IIIc NA.
(SEE FORM 8260-10)

QUALIF! 1 CHECKED

CITY AND STATE	ELEVATION: 1026 THRE: 1000 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2B, 03/07/2013 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2A DATED 11/15/2012

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		03/07/2013

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[X]	[ ]	[X]	[X]	[X]	[X]	[X] ZTL, ATL APP CON, ATL AIRPORT MANAGER

FLIGHT CHECKED BY		
NAME: PENDING	FIFO	DATE:
DEVELOPED BY		
NAME: GEORGETTE P. BARNETT	FIFO AJV-352	DATE: 10/04/2012
APPROVED BY		
NAME: SUSAN CRUMB MANAGER	FIFO AJV-352	DATE:

CHANGES:

1. ALTERNATE MISSED APPROACH INSTRUCTIONS, CHANGED PDK VOR/DME R-195 TO PDK R-198.
2. ALTERNATE MISSED APPROACH HOLDING FIX, CHANGED INBOUND COURSE HOLDING FROM 014.96 TO 017.96.

REASONS:

1/2. PEACHTREE VOR/DME MAG/VAR CHANGED FROM 2W TO 5W.

QUALITY CHECKED

12/11/2012: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/03/2012.
1. ADDED PRM TO THE CAT II ON PAGES 1 AND 2 IN THE PROCEDURE NAME BLOCK.

01/28/2013: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/03/2012.
CHANGED TERMINAL ROUTE POOBA TO PENCL COURSE FROM 097.97 TO 094.97.

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):
CHART NOTE: SIMULTANEOUS CLOSE PARALLEL APPROACH AUTHORIZED WITH ILS PRM RUNWAY 9L OR 9R AND 8L OR 8R. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.
CHART PLANVIEW NOTE: RADAR REQUIRED.
CHART NOTE: DME OR RADAR REQUIRED.
CHART NOTE: LOCALIZER NOT SUITABLE FOR ELECTRONIC ROLLOUT GUIDANCE.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 1026 THRE: 1000 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2B, 03/07/2013 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2A DATED: 11/15/2012

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

REASONS:

QUALITY CHECKED

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

ILS PRM STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES

ILS PRM RWY 10 HARTSFIELD-JACKSON ATLANTA INTL (ATL)
(SIMULTANEOUS CLOSE PARALLEL) ATLANTA, GEORGIA

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio

1 **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2 **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked

3 **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL

(b) Phraseology - "TRAFFIC ALERT." If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)"

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination

CITY AND STATE	ELEVATION: 1026 THREE: 1000	FACILITY IDENTIFIER:	PROCEDURE NO/AMDT NO/EFFECTIVE DATE:	SUP: ILS PRM RWY 10
ATLANTA, GA	AIRPORT NAME: HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2B, 3/07/2013 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III), (SIMULTANEOUS CLOSE PARALLEL)	AMDT: 2A DATED 11/15/2012

FAA FORM 8260 - 10 / March 2003 (Computer Generated)

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INITIAL	YINNZ INT/ATL	PENCL/I-OMO	1. TOWER (13-001534)	333627.00N/0845412.00W	1959 (2C)	1000	AT1041	4000
	25.22 DME/RADAR	13.89 DME/RADAR	2. TERRAIN	333348.00N/0850100.00W	1371 (1400)		AS1500	2900
INITIAL	POOBA/I-OMO	PENCL/I-OMO	3. TOWER (13-002953)	334035.00N/0844825.00W	1430 (4D)	1000	AT1570	4000
	20.17 DME/RADAR	13.89 DME/RADAR	4. TERRAIN	334106.00N/0844815.00W	1162 (1200)		AS1500	2700
INTERMEDIATE	PENCL/I-OMO	ZMANN/I-OMO	5. TOWER (13-002040)	334115.00N/0844143.00W	1281 (4D)	500	AT2219	4000
	13.89 DME/RADAR	10.91 DME/RADAR	6. TERRAIN	334054.00N/0844051.00W	1027 (1000)		AS1500	2500
INTERMEDIATE:	ZMANN/I-OMO	DAELE/I-OMO 6.80	7. TOWER (13-003558)	333442.00N/0843804.00W	1253 (2C)	500	AT947	2700
STEPDOWN	10.91 DME/RADAR	DME/RADAR	8. TERRAIN	333509.00N/0843742.00W	1021 (1000)		AS1500	2500
FINAL: ILS	DAELE/I-OMO 6.73	RW10				ASC		1200/200
	DME/RADAR							
FINAL: ILS CAT II	DAELE/I-OMO 6.73	RW10				ASC		1100/100
	DME/RADAR							
2. PROCEDURE TURN	NA							
3. MISSED APPROACH — MAP:	DA / DA	SCARR INT/ATL				ASC		3500
		15.00 DME	7. TOWER (13-001628)	332719.00N/0842435.00W	1387 (2C)	1000		2400
ELEV:	1031		8. TERRAIN	333627.00N/0842648.00W	1021 (1000)		AS1500	2500

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL
CATEGORY A	1.3 NM	350	
CATEGORY B	1.5 NM	450	
CATEGORY C	1.7 NM	450	
CATEGORY D	2.3 NM	550	
CATEGORY E	4.5 NM	550	

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: ATL VORTAC

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	MSA
360-360	TWR (13-000006)	032/11.3	2049 (5D)	3100					4

CITY AND STATE	ELEVATION: 1026 / AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
ATLANTA, GA	HARTSFIELD - JACKSON ATLANTA INTL	I-OMO	ILS PRM RWY 10, AMDT 2B, 03/07/2013 ILS PRM RWY 10 (CAT II), ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)	ASO

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE			3. ALTIMETER SETTING
ATL APP CON ATL TOWER		N W S	OTHER: ASOS	SOURCE: KATL
		F A A		DISTANCE:
		A / C		HOURS REMOTE OPERATION:
SATISFACTORY ON:				
X V H F X U H F H F	LOCATION:			ADJUSTMENT: 0

4. MONITOR STATUS	PRIMARY NAVAID: I-OMO	
	MONITOR POINT:	
	HRS OPTN:	CAT 1
		CAT 3

5. APPROACH & RUNWAY LIGHTING	X	ALSF-2 10, 28, 27L, 08L, 09R
		(S) SALS
	X	MALS 27R MALSR 09L, 26L, 26R
	X	HIRL 09L, 10, 28, 08R, 27L, 08L, 26L, 26R, 09R, 27R
		MIRL
		REIL
	X	TDZ 10, 28, 27L, 08L, 26R, 09R
	X	C/L 09L, 10, 28, 08R, 27L, 08L, 26L, 26R, 09R, 27R
	X	OTHER (SPECIFY) PAPI-4R 09L, 27L, 27R PAPI-4L 08R, 08L, 26L, 26R, 09R

6. RUNWAY MARKINGS	BASIC	
	ALL WEATHER	PIR-G 09L, 10, 28, 08R, 27L, 08L, 26L, 26R, 09R, 27R
	INSTRUMENT	
7. RUNWAY VISUAL RANGE	APPROACH	09L, 10, 28, 08R, 27L, 08L, 26L, 26R, 09R, 27R
	MIDFIELD	09L, 10, 28, 08R, 27L, 08L, 26L, 26R, 09R, 27R
	ROLL OUT	09L, 10, 28, 08R, 27L, 08L, 26L, 26R, 09R, 27R

8. GLIDE PATH	GP ANGLE: 3.00	ELEV RWY THRESHOLD: 1000.3
	DISTANCE FROM RWY: 1150	ELEV GP ANTENNA: 994.8
		THRESHOLD CROSSING HEIGHT: 57.8

9. FINAL APPROACH COURSE AIMING	X	RUNWAY THRESHOLD	FT. FROM THRESHOLD
	X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY: GEORGETTE P. BARNETT	DATE: 10/04/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-352

PART C - REMARKS:

VDP NOT ESTABLISHED - VERTICLE GUIDANCE ONLY PROCEDURE.

FLIGHT CHECK RDG 57.78 FT, (ORDER 8260.3B CHG 19).

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SECONDARY WEATHER SOURCE NOT REQUIRED DUE TO 24 HOUR TOWER WITH ALTIMETER READING EQUIPMENT AND NATIONAL WEATHER SERVICE (24HRS).

NO ADDITIONAL AIRSPACE REQUIRED.

OBSTACLE 5 (13-002040) 1281' TOWER LOCATED 301 FEET IN THE SECONDARY AREA, 12 FOOT SECONDARY AREA REDUCTION NOT TAKEN.

CAT II/III MISSED APPROACH SEGMENTS: PRIMARY/SECONDARY -SAME CONTROLLING OBSTACLES AS CAT I.

100' HAT CALCULATION: (1100-1058.1)/3 TAN=799.5
RA TERRAIN ELEVATION AT 799.5' POINT FROM THLD IS 993 FEET.
RA CALCULATION: 1100-993=107.

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
ASC 3000
9. TOWER (13-001628) 332719.00N/0842435.00W 1387 (2C)
1000 2400
10. TERRAIN 333627.00N/0842648.00W 1021 (1000) AS1500
2500

RADIO FIX AND HOLDING DATA RECORD

NAME: SCARR **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 332243.10N/0842606.25W **TYPE:** WP, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	ATL	VORTAC	H	185.00	180.00	15.00	15.00		3000	17500
2	LAGRANGE	LGC	VORTAC	H	061.84	062.84		43.55		3000	17500
3	PEACHTREE	PDK	VOR/DME	L	197.96	192.96	30.54	30.54		3000	17500

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
LGC	VORTAC	R-062	44	3000	17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	S	ATL	VORTAC	185.00	005.00	R	1		3000	14000	5	11
2	S		WP	185.00	005.00	R		4	3000	14000	5	11
3	S	PDK	VOR/DME	197.96	017.96	R	1		3000	6000	6	7

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (13-001628)	332719.00N/0842435.00W	1387	2C
2	200	TOWER (13-001628)	332719.00N/0842435.00W	1387	2C
3	200	TOWER (13-001628)	332719.00N/0842435.00W	1387	2C

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
ATLANTA (FAC 1) AND LAGRANGE (FAC 2) USED TO ESTABLISH FIX COORDINATES
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 10 (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 28	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS OR LOC RWY 28 (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (CAT II)(SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 28 (SCP) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (SA CAT 1)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (SA CAT I) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (CAT II) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (SA CAT 1)	1, 2	1	KATL	ATLANTA	GA (US)
IAP	ILS RWY 28 (SA CAT I) (ALT MISS)	2, 3	3	KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10		2	KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 28		2	KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10		2	KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 28		2	KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP, AREA, CONTROLLER, EN ROUTE LOW

QUALITY 3 CHECKED

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 8 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
CHANGED FAC 3 MAG BRG FROM 194.96 TO 197.96.
CHANGED PAT 3 RAD/CRS/BRG FROM 194.96 TO 197.96, CRS INBOUND CHANGED FROM 014.96 TO 017.96.

DEVELOPED BY:	**DATE:** 09/26/2012	**OFFICE:** AJV-352	**NAME:** GEORGETTE BARNETT
APPROVED BY:	**DATE:**	**OFFICE:** AJV-352	**NAME:** SUE CRUMB
	SIGNATURE:		

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL APP CON/ATCT
OTHER:

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO C.

NAME: DAELE **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.66N/0843302.79W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	6.80	6.80	41336	2700	5400

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: DMGXB **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333711.01N/0845204.79W **TYPE:** CNF

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)			KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)			KATL	ATLANTA	GA (US)

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 05/05/2011

DEVELOPED BY: **DATE:** 01/11/2011 **OFFICE:** AVN-110 **NAME:** GEORGETTE BARNETT

APPROVED BY: **DATE:** 05/05/2011 **OFFICE:** AVN-110 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: PENCL **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333711.73N/0844132.16W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	13.89	13.89		2700	5400

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: POOBA **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333710.41N/0844903.42W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	20.17	20.17		2700	5400

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
I-OMO	LOC/DME	R-275	21	2700	6000

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
CHANGED ESV RADIAL FROM 274 TO 275.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: YINNZ **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 332936.27N/0845440.65W **TYPE:** WP, RADAR, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	ATL	VORTAC	H	256.34	251.34	25.22	25.22		4000	17500
2	LAGRANGE	LGC	VORTAC	H	028.06	029.06	30.46	30.46		4000	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) AND LAGRANGE (FAC 2) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1, 2		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1, 2		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 251.34 TO 256.34.
UPDATED FIX USE AND REMARKS.

DEVELOPED BY: **DATE:** 05/16/2012 **OFFICE:** AJV-352 **NAME:** KELLY DEAN

APPROVED BY: **DATE:** 10/02/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZTL
ATC FACILITY: ATL/ATL
OTHER:

QUALITY 3 CHECKED

RADIO FIX AND HOLDING DATA RECORD

INFO ONLY

NAME: ZMANN **STATE:** GA **COUNTRY:** US

LATITUDE/LONGITUDE: 333712.19N/0843757.69W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	ATLANTA	I-OMO	LOC/DME		274.97	269.97	10.91	10.91		2700	5400

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
ATLANTA (FAC 1) USED TO ESTABLISH FIX COORDINATES

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 10	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT II)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (CAT III)(SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS PRM RWY 10 (SCP)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT II)	1		KATL	ATLANTA	GA (US)
IAP	ILS RWY 10 (CAT III)	1		KATL	ATLANTA	GA (US)
IAP	RNAV (GPS) Y RWY 10			KATL	ATLANTA	GA (US)
IAP	RNAV (RNP) Z RWY 10			KATL	ATLANTA	GA (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 11/15/2012

REASON FOR REVISION:
CHANGED FAC 1 MAG BRG FROM 273.97 TO 274.97.
UPDATED FIX USE AND REMARKS.

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